

NOTICE OF PUBLIC MEETING & AGENDA

TRAFFIC SAFETY COMMISSION

7:00 p.m., Monday, March 14, 2011

Public Safety Building, 401 E. Third Street, Newberg, OR

"Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community."

1. **CALL MEETING TO ORDER:**
 - A) Review and approve minutes of February 14, 2011
2. **COMMUNICATIONS FROM THE FLOOR:**
3. **NEW BUSINESS:**
 - A) TSC-11-008: Traffic Review on Villa Road
 - B) TSC-11-009: Stop sign request on Emma at Creekside
4. **OLD BUSINESS:**
 - A) TSC-11-004: Zimri Drive – Speed Zone Revisit
5. **STAFF REPORTS - GENERAL INFORMATION:**
 - A) Police Update
 - B) Engineering update
6. **ADJOURN TO NEXT MEETING:** April 11, 2011

ACCOMMODATION OF PHYSICAL IMPAIRMENTS:

In order to accommodate persons with physical impairments, please notify the City Recorder's office of any special physical accommodations you may need as far in advance of the meeting as possible, and no later than 48 hours prior to the meeting. To request these arrangements, please contact the city recorder, at (503) 537-1283.

For TTY service please call (503) 554-7793

Posted: March 7, 2011

TRAFFIC SAFETY COMMISSION MINUTES
7:00 p.m., Tuesday, February 14, 2011
Public Safety Building, 401 E. Third Street, Newberg, OR

"Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community."

CALL MEETING TO ORDER

Members

Present:	Neal Klein	Lesley Woodruff	Doris Brandt	Karl Birky
	Dianna Cotter	Shannon Eoff	Ron Johns	James Oravetz
	Ronald Sult			

Members

Absent: Josi Fettig

Staff

Present:	Brian Casey, Police Chief	Paul Chiu, Senior Engineer
	Mary Newell, Support Services Manager	

Ex Officio

Present: Mayor Bob Andrews

Others

Present: Chris Bolek, Police Captain
Jadene Stensland
Jim McMaster, Chehalem Park & Recreation

CHAIR NEAL KLEIN CALLED THE MEETING TO ORDER AT 7:10 PM.

Pledge of Allegiance.

A) Oath of Offices

Mayor Andrews conducted the Oath of Offices for Commissioners Dianna Cotter and Ron Sult.

B) Review and approve minutes of January 11, 2011.

MOTION #1: Birky/Johns to approve the Traffic Safety Commission Minutes for January 11, 2011, as amended. (9 Yes/0 No) Motion carried.

COMMUNICATIONS FROM THE FLOOR

PUBLIC HEARING

A) TSC-11-001: Crestview Drive at Hoskins Street – Request for Crosswalk

There being no objections or abstentions to hearing the public hearing, Chairman Neal Klein opened the public hearing.

Ms. Jadene Stensland, parent of children and petitioner, requested a crosswalk be installed at the intersection of Hoskins and Crestview, stating there was plenty of room for the installation of a crosswalk at the desired location. She presented a letter of support from Lesley Carsley, principal of Joan Austin Elementary School.

Clyde Thomas, George Fox University, spoke in favor of getting children to school safely, noting he had no objection to placing a crosswalk at this location. Responding to a question regarding plans of GFU for the athletic fields, he directed their attention to the Concept Masterplan. The Concept Masterplan is two or so years old and some things have changed. One significant change is that one of the soccer fields will be a football field/stadium for approximately 5,000 fans. Included are some paths and sidewalks. There have been significant improvements along Villa Road and some crosswalks are planned for the future. Complete funding has not yet been raised, which means that it is a bit premature to determine what routes may be installed to get from one place to another.

Using a diagram on the white board, Mr. Thomas outlined his concerns and suggestions for the north sidewalk and the intersection. A Verizon (now Frontier) phone vault lies directly in the middle of the north sidewalk, obstructing pedestrian traffic pattern. He noted that GFU discussed with Verizon the option to move the vault in exchange for some property. Verizon wanted \$130,000. They approached the property owner to consider a connecting route around the vault and connected to the sidewalk, but the property owner did not want anything encroaching on his property.

Mr. Thomas said there are agreements in place with area churches and schools for the sharing of parking lots, that most parking will occur further down Crestview away from Hoskins.

Mr. Paul Chiu, Senior Engineer presented the staff report (see official meeting packet for full report). He noted that his report is much the same as that presented at the January meeting. Mr. Chiu indicated that at this point, the request is merely for a crosswalk across Crestview available for children to cross the street and make their way safely to Center Street. He noted there may be opportunities in the future to provide input on the overall GFU project, and encouraged Commissioners to focus on the main issue.

Questions from Commissioners followed.

Responding to a question from Ms. Eoff, Chiu indicated the telecommunications vault is very heavy duty, with many communications phone lines and that it will be very expensive to move the vault. It is situated just behind the curb, and a better situation would be to build a sidewalk behind the vault in a grassy area.

Further, noting that a study has been conducted about marked vs. unmarked crosswalks, which indicates that a crosswalk in a similar area, two-lane road with the medium traffic volume, would probably not make any significant difference in avoiding crashes. However, this particular request is in a school area and he would lean towards installing a marked crosswalk. Mr. Chiu indicated he would also encourage an educational effort for parents and children about crosswalks.

Police Chief Brian Casey indicated he is familiar with the area. Responding to question from Mr. Oravetz, he indicated that there is no ordinance against parking on the street as long as vehicles are not parked in excess of 72 hours.

Clyde Thomas said there is no timeline for the development of when they will build, and indicated that if a crosswalk is needed now, they should not wait for GFU development.

Jadene Stensland raised issue of many vehicles parked along the north side of Crestview that children must walk out into the street to cross the street, noting they can't cross at the assumed crosswalk area because of the trailer parked across the way.

Regarding other sides of the intersection, Chiu noted there are additional obstacles requiring additional right-of-way, potential relocation for fire hydrant, pole and guy wires, which makes for a more challenging situation. There is no sidewalk on the south side of Crestview, west of Hoskins.

Chief Casey indicated that if the Commissioners are inclined to approve the request for a crosswalk, a yellow no-parking strip can be painted back 15 feet. He confirmed that Crestview is a public street, not private for parking.

Chairman Neal Klein closed the public hearing.

Responding to question from Mayor Andrews, Senior Engineer Paul Chiu identified the location of the vault, stop signs and his recommendation for locating the sidewalk. There are differences in street widths.

Discussion ensued, regarding raised crosswalks, bulbouts, utility easements, location of utility poles, the feasibility of moving the telecom vault, and the pros and cons related to bulbouts and bicycle riders. Bulbouts forces bicycles to move into the main street with vehicle traffic.

Commissioner Klein summarized that the question he sees is to whether or not to move ahead with the request to provide a marked crosswalk at the intersection of Crestview and Hoskins, on either the east or west side. He said it seems the east side to the intersection if the most favorable and practical at this time due to restrictions. He indicated the downside is that it would require residents to move his vehicle from in front of his residence a bit further down the street.

MOTION #2: Oravetz//Cotter to approve **TSC-11-001** request for a marked crosswalk to be installed on the east side of Hoskins crossing Crestview, west of the stop sign.

VOTE #2: To approve **TSC-11-001**. (9 Yes/0 No) Motion carried unanimously.

NEW BUSINESS

A) TSC-11-002: Illinois Street – Speed Review

Directing Commissioners attention to the Staff Report in their packet, Paul Chiu indicated that speeding appears to be a problem in this area between 3PM and 7PM. His suggestion at this time is for enhanced enforcement of current speed in the area.

Police Chief Brian Casey said this location has already been added to the list for traffic enforcement as well as a request submitted for placement of the speed trailer.

No further action at this time.

B) TSC-11-006: Main Street – Marked Crosswalk Request

Mr. David Jeffery, property owner of Stone Church, said the intended use of the building will be as a conference center, worship, wedding chapel, etc. Additionally, there appears to be a significant number of school children crossing Hwy. 240, which is posted at 25 mph. He said they acquired the property from Pamphlin, and completely renovated it, and are using the back building for business offices. He is aware that ODOT is a state highway, but pointed out there are no crosswalks from Hancock until you are out of town. There is a sidewalk that runs along Illinois. Mr. Jeffery anticipates considerable attendance at events. Also

under negotiation with Allen Fruit to use their parking lot, which would mean that people would need to walk about a block. A crosswalk would be advantageous for pedestrian safety.

Paul Chiu indicated that the crosswalk had to be approved by ODOT. He has contacted and is waiting for a reply from ODOT at this time, and there is no timeline for their response.

By consensus, this item was tabled until ODOT, who has jurisdiction over this highway, sends a response.

C) TSC-11-007: Haworth Avenue – Yellow Curb Request

Jim McMaster, Chehalem Park & Recreation, explained his request for a yellow curb extending both directions from the exit of the pool parking lot. He indicated that there have been accidents because vehicles park right up next to the exit. Other issues which compound the visibility issue is the curve in Haworth, as well as the large number of vehicles which use Haworth.

Paul Chiu referred Commission members to his staff report, which was located in the packet. He confirmed with Jim McMaster that the yellow curb should extend both directions from the exit to the pool. Mr. McMaster indicated he felt 50 feet on each side of the driveway would be sufficient, as opposed to 60 feet.

Discussion followed regarding the number of parking spaces and traffic. Birky suggested the vision triangle be used to determine the distance from the driveway. Johns expressed concern for lost parking spaces, to which, Mr. McMaster indicated that driver would just park a bit further away for events.

Mr. Chiu confirmed that 50 feet is approximately two parking spaces. 50 feet back from the east and west of the driveway would be approximately four parking spaces lost.

MOTION #3: Woodruff/Johns to approve TSC-11-007 request for yellow paint on the south side of Haworth at the exit of the pool, 50 feet on the east and 50 feet on the west side of the exit to the pool, or as Staff deems appropriate.

VOTE #3: To approve TSC-11-007. (9 Yes/0 No) Motion carried unanimously.

OLD BUSINESS

A) TSC-11-004: Zimri Drive – Speed Zone Revisit

Paul Chiu indicated that this is old business from one to two years ago, and referred Commissioners to the information in their packets. He related the history behind the request to revisit the speed zone request. There has been concern expressed by the Allison resort. Mr. Chiu indicated the issue was brought the Traffic Safety Commission for their consideration. The option at this time is to make a formal appeal to ODOT for a transitional speed zone be installed between the 45 mph and the stop sign. He noted that he did talk with a former State traffic engineer, who felt it was unlikely to be a successful move. The Speed Zone Panel consists of six members consisting of representatives from different disciplines, i.e. ODOT engineering, law enforcement, etc.

The topic was opened up for discussion.

Mayor Andrews reported that the League of Oregon Cities is taking on this particular concern of the State of Oregon having jurisdiction over speed for streets that are non-state highway through the Legislative process. He noted it may not be an issue in the future since it is currently involved in the political process.

Mr. Oravetz drives Zimri Drive every day and stated that there is one hazardous spot just as you are entering the city limits. Anyone pulling out of the upper driveway from the Allison Hotel is in a blind spot. Oravetz felt that in order to be effective in reducing speed before the stop sign, the speed sign would need to be situated inside the County line.

Mr. Chiu explained the results of the recent speed study conducted in January 2011. He suggested that without changes to the roadway, an educational program or some other activity, we will not see the reduction in speed that is wanted.

There was extensive discussion about installing signage to alert drivers about the end of Zimri Road. Mr. Ron Johns suggested placing a warning sign, stop sign ahead, or Urban Area, until the political decision is made.

Mr. Birky questioned why the design planning process allowed the situation to develop, that drivers cannot see persons exiting the Allison.

Ms. Woodruff agreed with Ron Johns, suggesting some type of reflective signage with arrows which would alert drivers to the stop sign. Chairman Klein agreed, and also suggested rumble strips on the City-owned portion of Zimri Road. Mr. Chiu advised that the Allison may not like the rumble strips as they create a lot of noise.

Mr. Birky asked if the resort would consider a one-way in.

Ms. Eoff supported the idea of red and white arrows at the end of Zimri, and suggested another signage which would state something similar "resort traffic entering roadway next 800 feet."

Mayor Andrews encouraged working with Yamhill County on any proposed signage. Mr. Chiu indicated that there had been no recent dialogue with Yamhill County regarding this issue.

Chairman Klein continued the matter to the March meeting. He requested Staff invite representatives from ODOT, Yamhill County, and representation from the Allison. Chief Casey will discuss this issue with the Allison to see if they wish to pursue this matter further.

B) Discussion with City Attorney: Traffic Safety City Code revisions and ethics

City Attorney Terrence Mahr advised that the City Council had recently adopted new Newberg Municipal Code, and went through the new provisions relating to the Traffic Safety Commission. He requested that Commission members send him any suggestions for changes, and that he would have a draft available for review at the March work session.

Mr. Mahr then did a presentation on ethics for public officials.

STAFF REPORTS - GENERAL INFORMATION

A) Police Update

Chief busy with developing budget for fiscal year 2011-2012, and provided some department stats from the last year.

B) Engineering Update

Paul Chiu reported that Engineering will be taking the Crestview Drive east of Westlake Loop, east of Springbrook Road roundabout, to the construction phase, with hope to start construction in July.

C) Items from Commissioners

Ms. Woodruff said that several members discussed brief articles for web site and asked that anyone interested get in touch with her to help develop a plan for generating articles for the City of Newberg website.

ADJOURN TO NEXT MEETING

MOTION #4: Brandt /Woodruff to adjourn the meeting. (9 Yes/0 No) Motion carried
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The meeting adjourned at 10:47 PM.

Approved by the Newberg Traffic Safety Commission this 14th day of March, 2011.

Mary Newell
Service Supports Manager
Recording Secretary Pro Tem

Neal S. Klein
Traffic Safety Commission Chair

MEMORANDUM

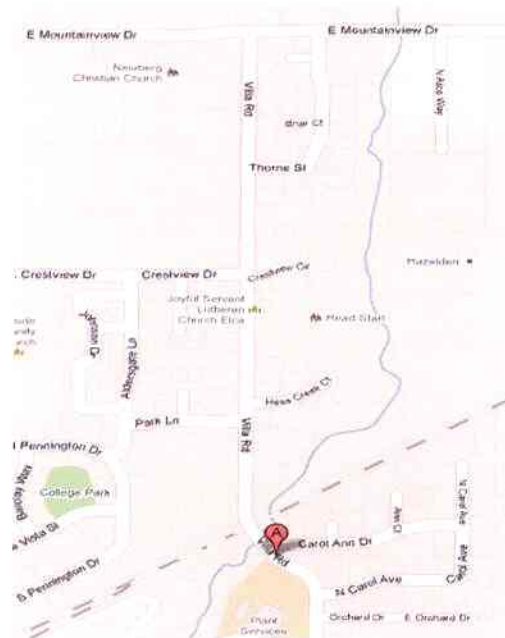


March 4, 2011

To: Newberg Traffic Safety Commission
From: Paul Chiu, PE, Senior Engineer *PChiu*

RE: TSC-11-008 \Review of Traffic Data on Villa Road

Staff collected Villa Road traffic data at 400 feet south of Mountainview Drive on January 25th thru 27th, 2011 and also north of Railroad trestles on March 1st thru 3rd, 2011.



Upon review, speeding appears to be an issue on Villa Road near the Railroad trestle area. (See attached traffic data.) ADT for northbound lane was recorded at 2,184 and for southbound lane at 2,135 vehicles. This area is posted at 25 MPH. However, the 85th percentile speed for the combined north and south traffic recorded 36.1 MPH.

Near the Mountainview Drive location, ADT for northbound lane was recorded at 999 and for southbound lane at 984 vehicles. The 85th percentile speed for the combined north and south traffic showed 29.1 MPH.

Engineering staff would recommend traffic enforcement especially at the trestle area during the following hours:

- 11:00 am – 1:00 pm
- 3:00 pm – 6:00 pm

Relatively speaking, the northbound traffic near the trestle area travelled at a much higher speed. Please contact staff if you have any questions. Thank you.

Description 1: Villa North of Tressel
Description 2:
Description 3:

TSC-11-008 Traffic Review on Villa Road
Traffic Data on Villa Road, north of RR Trestles

Site: Villa North of Tressel
Tuesday, 03/01/2011, 12:00:00 AM -
Thursday, 03/03/2011, 11:59:59 PM

Volume Grand Totals

Average Hourly Volumes			
	South Bound	North Bound	Combined
12:00 AM	5.3	9.7	15.0
1:00 AM	2.7	5.0	7.7
2:00 AM	3.0	2.0	5.0
3:00 AM	5.3	1.7	7.0
4:00 AM	10.0	6.7	16.7
5:00 AM	34.7	23.7	58.3
6:00 AM	109.3	27.7	137.0
7:00 AM	221.0	105.3	326.3
8:00 AM	205.0	128.7	333.7
9:00 AM	138.0	77.3	215.3
10:00 AM	92.0	79.3	171.3
11:00 AM	129.7	134.0	263.7
12:00 PM	126.0	121.3	247.3
1:00 PM	120.0	127.3	247.3
2:00 PM	133.3	160.7	294.0
3:00 PM	142.3	176.0	318.3
4:00 PM	164.7	210.0	374.7
5:00 PM	134.3	246.7	381.0
6:00 PM	127.7	187.7	315.3
7:00 PM	69.0	132.7	201.7
8:00 PM	70.3	86.3	156.7
9:00 PM	40.0	53.7	93.7
10:00 PM	19.0	38.7	57.7
11:00 PM	9.3	12.3	21.7
ADT	2112.0	2154.3	4266.3

Study Grand Totals

South Bound	North Bound	Combined
6336	6463	12799
49.5 %	50.5 %	

Description 1:
Description 2:
Description 3:

Villa North of Tressel

TSC-11-008 Traffic Review on Villa Road
Traffic Data on Villa Road, north of RR Trestles

Site: Villa North of Tressel
Tuesday, 03/01/2011, 12:00:00 AM -
Thursday, 03/03/2011, 11:59:59 AM

Speed Grand Totals
South Bound

mph	Hourly Averages													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	5.3	0.0	0.0	0.3	2.0	2.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	2.7	0.0	0.0	0.3	0.7	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	3.0	0.0	0.0	0.3	2.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	5.3	0.0	0.3	0.0	3.0	1.3	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
4:00 AM	10.0	0.0	0.0	1.3	3.3	4.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	34.7	0.0	1.3	3.3	13.3	12.0	4.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
6:00 AM	109.3	0.0	0.7	5.0	40.0	49.3	13.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	221.0	2.0	0.3	10.0	78.3	110.0	19.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0
8:00 AM	205.0	1.0	2.0	13.0	80.3	89.3	16.7	2.0	0.3	0.3	0.0	0.0	0.0	0.0
9:00 AM	138.0	0.0	1.7	11.3	57.7	52.7	13.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	92.0	0.7	0.0	8.7	33.7	37.7	11.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
11:00 AM	129.7	0.0	1.0	13.7	46.0	57.0	9.7	1.7	0.7	0.0	0.0	0.0	0.0	0.0
12:00 PM	132.0	0.5	0.5	12.0	52.5	56.5	7.5	2.0	0.5	0.0	0.0	0.0	0.0	0.0
1:00 PM	112.5	0.0	0.5	9.0	42.5	49.0	10.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0
2:00 PM	139.5	1.0	0.5	7.5	55.5	60.5	12.0	1.5	0.5	0.5	0.0	0.0	0.0	0.0
3:00 PM	147.5	0.0	1.0	9.0	52.0	65.5	18.5	0.5	0.5	0.5	0.0	0.0	0.0	0.0
4:00 PM	169.5	1.0	0.0	9.0	54.0	92.0	12.5	0.0	1.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	131.0	0.0	0.0	6.5	46.0	64.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
6:00 PM	130.5	0.5	0.5	6.5	55.5	56.5	9.5	1.0	0.5	0.0	0.0	0.0	0.0	0.0
7:00 PM	66.5	0.0	0.5	6.5	21.5	31.5	6.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	74.5	0.0	0.0	2.5	30.0	38.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	43.5	0.0	0.0	4.0	13.0	20.5	5.5	0.0	0.0	0.0	0.5	0.0	0.0	0.0
10:00 PM	24.0	0.0	0.0	0.5	13.0	9.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	8.0	0.0	0.5	2.0	4.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	2135.0	6.7	11.3	142.3	799.8	962.2	191.3	13.2	5.5	1.7	0.5	0.0	0.0	0.5

Percentile Speeds
(mph)

10%	15%	50%	85%	90%
25.6	26.5	30.4	34.1	35.0

10 mph Pace Speed
Number in Pace

25.3 - 35.3	Average	30.4 mph
4319 (82.6 %)	Minimum	5.0 mph
	Maximum	71.3 mph

Speeds Exceeded

55 mph	65 mph	75 mph
0.0 %	0.0 %	0.0 %
2	1	0
Count		

Study Grand Totals

mph	Study Grand Totals													
	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
South Bound	5226	30	352	1960	2342	473	33	13	4	1	0	0	1	
	0.3%	0.6%	6.7%	37.5%	44.8%	9.1%	0.6%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

Description 1:
Description 2:
Description 3:

Villa North of Tressel

TSC-11-008 Traffic Review on Villa Road
Traffic Data on Villa Road, north of RR Trestles

Site:
Tuesday, 03/01/2011, 12:00:00 AM -
Thursday, 03/03/2011, 11:59:59 AM

Speed Grand Totals
North Bound

mph	Hourly Averages													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	9.7	0.0	0.0	0.7	1.0	4.3	2.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0
1:00 AM	5.0	0.0	0.0	0.3	0.7	2.3	0.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0
2:00 AM	2.0	0.0	0.0	0.0	0.7	1.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.7	0.0	0.0	0.0	0.7	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	6.7	0.0	0.0	0.0	0.7	2.3	2.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	23.7	0.0	0.0	1.0	3.0	9.3	7.0	2.7	0.7	0.0	0.0	0.0	0.0	0.0
6:00 AM	27.7	0.0	0.0	1.0	7.7	8.3	8.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	105.3	1.7	0.3	6.0	16.0	42.3	31.7	5.3	1.7	0.0	0.0	0.3	0.0	0.0
8:00 AM	128.7	2.0	0.7	5.0	25.0	53.3	36.0	5.7	0.7	0.3	0.0	0.0	0.0	0.0
9:00 AM	77.3	0.3	0.7	2.0	13.7	37.0	16.3	6.3	1.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	79.3	0.0	0.0	1.0	17.7	32.7	21.3	5.0	1.7	0.0	0.0	0.0	0.0	0.0
11:00 AM	134.0	1.0	4.0	6.3	28.3	47.0	38.0	8.7	0.7	0.0	0.0	0.0	0.0	0.0
12:00 PM	130.5	1.0	1.0	5.5	29.0	55.0	28.0	10.0	0.5	0.5	0.0	0.0	0.0	0.0
1:00 PM	126.0	0.5	0.0	8.0	24.5	50.5	31.0	9.5	1.0	0.5	0.0	0.0	0.0	0.0
2:00 PM	163.0	0.0	0.5	4.0	42.0	71.5	36.0	8.0	1.0	0.0	0.0	0.0	0.0	0.5
3:00 PM	184.0	1.0	3.0	13.0	39.0	71.5	40.5	13.0	2.0	0.5	0.0	0.5	0.0	0.0
4:00 PM	209.5	1.0	1.0	8.0	43.0	100.0	44.5	10.5	0.5	0.5	0.0	0.5	0.0	0.0
5:00 PM	239.5	1.0	0.0	3.0	36.0	113.5	69.5	14.0	2.0	0.5	0.0	0.0	0.0	0.0
6:00 PM	197.5	0.5	1.0	11.5	42.5	85.0	44.5	10.0	2.5	0.0	0.0	0.0	0.0	0.0
7:00 PM	134.0	0.0	1.0	4.0	29.5	60.0	33.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	90.0	0.0	0.5	4.5	19.0	35.0	24.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	57.0	0.0	0.0	0.5	11.5	29.0	14.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	37.5	0.0	0.0	1.5	6.5	19.5	9.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	14.0	0.0	0.0	0.5	5.0	4.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	2183.5	10.0	13.7	87.3	442.5	934.8	544.3	129.7	16.5	2.8	0.0	1.3	0.0	0.5

Percentile Speeds
(mph)

10% 15% 50% 85% 90%
27.0 28.2 33.0 37.8 39.1

10 mph Pace Speed
Number in Pace

27.9 - 37.9
3570 (71.9 %)
Average
Minimum
Maximum
32.9 mph
5.2 mph
76.6 mph

Speeds Exceeded

55 mph 65 mph 75 mph
0.1 % 0.0 % 0.0 %
Count 4 1 1

Study Grand Totals

mph	Study Grand Totals													
	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
North Bound	4968	25 0.5%	33 0.7%	198 4.0%	1000 20.1%	2110 42.5%	1254 25.2%	298 6.0%	40 0.8%	6 0.1%	0 0.0%	3 0.1%	0 0.0%	1 0.0%

Description 1:
Description 2:
Description 3:

Villa North of Tressel

TSC-11-008 Traffic Review on Villa Road
Traffic Data on Villa Road, north of RR Trestles

Site: Villa North of Tressel
Tuesday, 03/01/2011, 12:00:00 AM -
Thursday, 03/03/2011, 11:59:59 AM

Speed Grand Totals
Combined

mph	Total	Hourly Averages													
		0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	15.0	0.0	0.0	1.0	3.0	6.7	3.3	0.7	0.3	0.0	0.0	0.0	0.0	0.0	
1:00 AM	7.7	0.0	0.0	0.7	1.3	3.7	1.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	
2:00 AM	5.0	0.0	0.0	0.3	2.7	1.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	
3:00 AM	7.0	0.0	0.3	0.0	3.7	1.7	0.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0	
4:00 AM	16.7	0.0	0.0	1.3	4.0	6.7	3.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	
5:00 AM	58.3	0.0	1.3	4.3	16.3	21.3	11.3	2.7	1.0	0.0	0.0	0.0	0.0	0.0	
6:00 AM	137.0	0.0	0.7	6.0	47.7	57.7	22.3	2.7	0.0	0.0	0.0	0.0	0.0	0.0	
7:00 AM	326.3	3.7	0.7	16.0	94.3	152.3	50.7	6.3	2.0	0.0	0.0	0.3	0.0	0.0	
8:00 AM	333.7	3.0	2.7	18.0	105.3	142.7	52.7	7.7	1.0	0.7	0.0	0.0	0.0	0.0	
9:00 AM	215.3	0.3	2.3	13.3	71.3	89.7	29.7	7.7	1.0	0.0	0.0	0.0	0.0	0.0	
10:00 AM	171.3	0.7	0.0	9.7	51.3	70.3	32.3	5.0	1.7	0.3	0.0	0.0	0.0	0.0	
11:00 AM	263.7	1.0	5.0	20.0	74.3	104.0	47.7	10.3	1.3	0.0	0.0	0.0	0.0	0.0	
12:00 PM	262.5	1.5	1.5	17.5	81.5	111.5	35.5	12.0	1.0	0.5	0.0	0.0	0.0	0.0	
1:00 PM	238.5	0.5	0.5	17.0	67.0	99.5	41.0	10.5	1.5	0.5	0.0	0.0	0.0	0.0	
2:00 PM	302.5	1.0	1.0	11.5	97.5	132.0	48.0	9.5	1.5	0.5	0.0	0.0	0.0	0.5	
3:00 PM	331.5	1.0	4.0	22.0	91.0	137.0	59.0	13.5	2.5	1.0	0.0	0.5	0.0	0.0	
4:00 PM	379.0	2.0	1.0	17.0	97.0	192.0	57.0	10.5	1.5	0.5	0.0	0.5	0.0	0.0	
5:00 PM	370.5	1.0	0.0	9.5	82.0	177.5	83.5	14.0	2.0	0.5	0.0	0.0	0.0	0.5	
6:00 PM	328.0	1.0	1.5	18.0	98.0	141.5	54.0	11.0	3.0	0.0	0.0	0.0	0.0	0.0	
7:00 PM	200.5	0.0	1.5	10.5	51.0	91.5	39.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	
8:00 PM	164.5	0.0	0.5	7.0	49.0	73.0	28.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:00 PM	100.5	0.0	0.0	4.5	24.5	49.5	19.5	2.0	0.0	0.0	0.5	0.0	0.0	0.0	
10:00 PM	61.5	0.0	0.0	2.0	19.5	29.0	10.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	
11:00 PM	22.0	0.0	0.5	2.5	9.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ADT	4318.5	16.7	25.0	229.7	1242.3	1897.0	735.7	142.8	22.0	4.5	0.5	1.3	0.0	1.0	

Percentile Speeds
(mph)

10% 15% 50% 85% 90%
26.1 27.2 31.5 36.1 37.3

10 mph Pace Speed
Number in Pace

26.5 - 36.5
7676 (75.3 %)

Average
Minimum
Maximum

31.6 mph
5.0 mph
76.6 mph

Speeds Exceeded

Count

55 mph 65 mph 75 mph
0.1 % 0.0 % 0.0 %
6 2 1

Study Grand Totals

mph	Study Grand Totals														
	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200		
Total	5226	17	30	352	1960	2342	473	33	13	4	1	0	1		
South Bound		0.3%	0.6%	6.7%	37.5%	44.8%	9.1%	0.6%	0.2%	0.1%	0.0%	0.0%	0.0%		
North Bound		0.5%	0.7%	4.0%	20.1%	42.5%	25.2%	6.0%	0.8%	0.1%	0.1%	0.0%	0.0%		
Combined		0.4%	0.6%	5.4%	29.0%	43.7%	16.9%	3.2%	0.5%	0.1%	0.0%	0.0%	0.0%		

Description 1: Villa North of Tressel
Description 2:
Description 3:

TSC-11-008 Traffic Review on Villa Road
Traffic Data on Villa Road, north of RR Trestles

Site: Villa North of Tressel
Tuesday, 03/01/2011, 12:00:00 AM -
Thursday, 03/03/2011, 11:59:59 AM

Classification Grand Totals
South Bound

Hourly Averages														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	5.3	0.0	2.0	3.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	2.7	0.0	0.0	1.7	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	3.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	5.3	0.0	3.3	0.7	0.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	10.0	0.0	8.3	1.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	34.7	0.0	20.3	8.7	0.3	5.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	109.3	0.0	72.3	22.7	0.3	13.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
7:00 AM	221.0	0.0	138.3	61.0	1.7	18.7	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	205.0	0.3	122.0	55.7	5.7	20.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
9:00 AM	138.0	0.0	88.0	36.7	2.7	10.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	92.0	0.3	56.3	25.3	1.0	8.3	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
11:00 AM	129.7	0.0	78.3	37.7	3.0	10.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
12:00 PM	132.0	0.5	81.5	36.0	3.0	10.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
1:00 PM	112.5	0.5	68.5	32.5	0.5	10.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
2:00 PM	139.5	0.5	85.0	38.5	0.0	14.5	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	147.5	0.5	86.0	46.0	2.0	12.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
4:00 PM	169.5	0.0	107.0	42.0	0.5	19.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	131.0	0.0	86.5	36.0	0.5	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	130.5	0.0	85.5	34.5	0.5	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	66.5	0.5	42.5	19.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	74.5	0.0	54.0	17.5	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	43.5	0.0	28.5	10.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	24.0	0.0	15.0	7.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	8.0	0.5	5.0	2.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	2135.0	3.7	1336.3	576.3	22.0	188.8	0.7	0.0	6.8	0.0	0.0	0.3	0.0	0.0

Study Grand Totals														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
South Bound	5226	8 0.2%	3264 62.5%	1408 26.9%	59 1.1%	467 8.9%	2 0.0%	0 0.0%	17 0.3%	0 0.0%	0 0.0%	1 0.0%	0 0.0%	0 0.0%

Description 1:
Description 2:
Description 3:

Villa North of Tressel

TSC-11-008 Traffic Review on Villa Road
Traffic Data on Villa Road, north of RR Trestles

Site:
Tuesday, 03/01/2011, 12:00:00 AM -
Thursday, 03/03/2011, 11:59:59 AM

Classification Grand Totals
North Bound

Hourly Averages

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	9.7	0.0	0.3	6.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	5.0	0.0	0.0	3.3	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	2.0	0.0	0.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.7	0.0	0.7	0.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	6.7	0.0	0.3	4.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	23.7	0.0	1.0	19.0	0.3	2.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	27.7	0.0	1.7	18.3	2.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	105.3	0.0	4.7	79.3	3.0	18.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	128.7	0.3	7.3	92.7	4.3	23.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	77.3	0.0	5.3	55.0	1.7	15.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	79.3	0.0	6.7	58.3	0.7	13.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
11:00 AM	134.0	0.3	9.3	99.0	3.7	21.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	130.5	0.0	8.0	90.5	5.5	26.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	126.0	0.0	10.5	94.5	1.5	18.5	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	163.0	0.0	16.5	113.5	5.0	27.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
3:00 PM	184.0	1.0	12.5	131.5	1.0	35.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	209.5	0.0	15.0	152.5	2.0	38.5	0.5	0.0	1.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	239.5	0.0	20.5	182.5	0.5	34.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0
6:00 PM	197.5	0.0	13.0	149.0	0.5	34.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
7:00 PM	134.0	0.0	9.0	107.5	0.0	17.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	90.0	0.0	4.0	71.5	0.0	13.5	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0
9:00 PM	57.0	0.0	5.5	45.5	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	37.5	0.0	2.0	33.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	14.0	0.0	2.0	11.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	2183.5	1.7	156.2	1619.8	31.7	362.8	1.7	0.0	9.7	0.0	0.0	0.0	0.0	0.0

Study Grand Totals

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
North Bound	4968	4	350	3677	79	833	4	0	21	0	0	0	0	0
		0.1%	7.0%	74.0%	1.6%	16.8%	0.1%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%

Description 1:
Description 2:
Description 3:

Villa North of Tressel

TSC-11-008 Traffic Review on Villa Road
Traffic Data on Villa Road, north of RR Trestles

Site: Villa North of Tressel
Tuesday, 03/01/2011, 12:00:00 AM -
Thursday, 03/03/2011, 11:59:59 AM

Classification Grand Totals
Combined

Hourly Averages

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	15.0	0.0	2.3	9.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	7.7	0.0	0.0	5.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	5.0	0.0	2.3	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	7.0	0.0	4.0	1.3	0.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	16.7	0.0	8.7	5.3	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	58.3	0.0	21.3	27.7	0.7	7.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	137.0	0.0	74.0	41.0	2.3	19.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
7:00 AM	326.3	0.0	143.0	140.3	4.7	37.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	333.7	0.7	129.3	148.3	10.0	43.7	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0
9:00 AM	215.3	0.0	93.3	91.7	4.3	25.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	171.3	0.3	63.0	83.7	1.7	21.3	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0
11:00 AM	263.7	0.3	87.7	136.7	6.7	31.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
12:00 PM	262.5	0.5	89.5	126.5	8.5	37.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
1:00 PM	238.5	0.5	79.0	127.0	2.0	28.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0
2:00 PM	302.5	0.5	101.5	152.0	5.0	42.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0
3:00 PM	331.5	1.5	98.5	177.5	3.0	47.5	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0
4:00 PM	379.0	0.0	122.0	194.5	2.5	57.5	0.5	0.0	2.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	370.5	0.0	107.0	218.5	1.0	42.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0
6:00 PM	328.0	0.0	98.5	183.5	1.0	44.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
7:00 PM	200.5	0.5	51.5	126.5	0.0	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	164.5	0.0	58.0	89.0	0.0	16.5	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0
9:00 PM	100.5	0.0	34.0	55.5	0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	61.5	0.0	17.0	40.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	22.0	0.5	7.0	13.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	4318.5	5.3	1492.5	2196.2	53.7	551.7	2.3	0.0	16.5	0.0	0.0	0.3	0.0	0.0

Study Grand Totals

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
South Bound	5226	8	3264	1408	59	467	2	0	17	0	0	1	0	0
North Bound	4968	4	350	3677	79	833	4	0	21	0	0	0	0	0
Combined	10194	12	3614	5085	138	1300	6	0	38	0	0	1	0	0
		0.1%	35.5%	49.9%	1.4%	12.8%	0.1%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%

Description 1: Villa South of Mountainview
 Description 2:
 Description 3:

TSC-11-008 Traffic Review on Villa Road
Traffic Data on Villa Road, 400' S of Mtvw Drive

Site: Villa South of Mountainview
 Tuesday, 01/25/2011, 12:00:00 AM -
 Thursday, 01/27/2011, 12:00:00 PM

Volume Grand Totals

Average Hourly Volumes			
	South Bound	North Bound	Combined
12:00 AM	2.3	2.0	4.3
1:00 AM	1.7	0.3	2.0
2:00 AM	4.0	0.3	4.3
3:00 AM	2.0	2.0	4.0
4:00 AM	3.3	5.0	8.3
5:00 AM	13.0	27.3	40.3
6:00 AM	49.3	24.3	73.7
7:00 AM	79.7	63.7	143.3
8:00 AM	82.3	52.3	134.7
9:00 AM	56.0	35.7	91.7
10:00 AM	42.7	31.0	73.7
11:00 AM	59.0	61.3	120.3
12:00 PM	41.5	60.0	101.5
1:00 PM	50.5	58.5	109.0
2:00 PM	55.5	78.5	134.0
3:00 PM	74.0	76.0	150.0
4:00 PM	114.0	88.5	202.5
5:00 PM	89.0	108.0	197.0
6:00 PM	56.0	69.5	125.5
7:00 PM	45.0	55.0	100.0
8:00 PM	28.5	46.0	74.5
9:00 PM	17.5	31.5	49.0
10:00 PM	11.5	15.0	26.5
11:00 PM	5.5	7.0	12.5
ADT	983.8	998.8	1982.7

Study Grand Totals

South Bound	North Bound	Combined
2363	2303	4666
50.6 %	49.4 %	

Description 1:
Description 2:
Description 3:

Villa South of Mountainview

TSC-11-008 Traffic Review on Villa Road
Traffic Data on Villa Road, 400' S of Mtvw Drive

Site: Villa South of Mountainview
Tuesday, 01/25/2011, 12:00:00 AM -
Thursday, 01/27/2011, 12:00:00 PM

Speed Grand Totals
South Bound

mph	Hourly Averages													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	2.3	0.0	0.0	0.7	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.7	0.0	0.0	0.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	4.0	0.0	0.0	2.0	0.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	2.0	0.0	0.0	0.7	0.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	3.3	0.0	0.0	0.3	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	13.0	0.0	0.3	4.0	7.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	49.3	0.0	0.0	10.0	34.7	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	79.7	0.0	1.0	28.3	45.3	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	82.3	0.0	9.7	36.3	33.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	56.0	0.0	2.0	23.7	26.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	42.7	0.0	0.3	13.0	24.0	5.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	59.0	0.0	5.7	21.3	27.3	4.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	41.5	0.0	2.0	16.5	20.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	50.5	0.0	1.0	13.5	31.5	4.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	55.5	0.5	0.5	17.5	30.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	74.0	0.0	2.5	26.5	36.5	8.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	114.0	0.0	1.0	36.0	63.0	13.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	89.0	0.0	1.5	13.5	63.5	10.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	56.0	0.0	1.5	11.5	36.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	45.0	0.0	0.5	13.5	25.5	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	28.5	0.5	0.0	7.5	16.0	3.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	17.5	0.0	0.0	5.0	10.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	11.5	0.0	0.0	3.5	6.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	5.5	0.5	0.5	3.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	983.8	1.5	30.0	308.2	544.8	95.3	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0

Percentile Speeds
(mph)

10%	15%	50%	85%	90%
22.0	22.8	26.1	29.1	29.9

10 mph Pace Speed
Number in Pace

21.2 - 31.2			Average		
2106 (89.1 %)			Minimum		
			Maximum		
			26.0 mph		
			11.8 mph		
			42.7 mph		

Speeds Exceeded

Count

55 mph	65 mph	75 mph
0.0 %	0.0 %	0.0 %
0	0	0

Study Grand Totals

mph	Study Grand Totals													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
South Bound	2363	3	79	757	1294	221	7	2	0	0	0	0	0	0
		0.1%	3.3%	32.0%	54.8%	9.4%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Site: Villa South of Mountainview
Tuesday, 01/25/2011, 12:00:00 AM -
Thursday, 01/27/2011, 12:00:00 PM

[illegible]

Site: Villa South of Mountainvie
Tuesday, 01/25/2011, 12:00:00 AM -
Thursday, 01/27/2011, 12:00:00 PM

[illegible]

Site: Villa South of Mountainvie
Tuesday, 01/25/2011, 12:00:00 AM -
Thursday, 01/27/2011, 12:00:00 PM

Classification Grand Totals
South Bound

	Hourly Averages													
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	2.3	0.0	1.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.7	0.0	0.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	4.0	0.0	2.7	1.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	3.3	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	13.0	0.0	8.7	3.0	0.0	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	49.3	0.0	40.3	6.3	0.0	2.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
7:00 AM	79.7	0.0	55.7	20.3	0.7	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	82.3	0.0	50.0	27.0	1.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	56.0	0.0	37.3	16.3	0.3	1.3	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
10:00 AM	42.7	0.3	29.3	9.0	0.0	3.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
11:00 AM	59.0	0.0	37.0	18.7	0.0	2.7	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0
12:00 PM	41.5	0.5	31.0	7.5	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	50.5	0.0	37.5	7.5	0.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	55.5	0.0	38.5	16.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	74.0	0.0	51.5	16.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	114.0	0.0	79.0	29.0	0.5	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	89.0	0.5	68.5	16.5	0.0	3.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
6:00 PM	56.0	0.0	41.0	13.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	45.0	0.0	35.0	8.5	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	28.5	0.5	21.5	5.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	17.5	0.0	10.5	6.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	11.5	0.0	8.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	5.5	0.0	3.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	983.8	1.8	693.7	234.8	2.8	46.0	1.0	0.0	3.3	0.3	0.0	0.0	0.0	0.0

Study Grand Totals														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
South Bound	2363	4	1656	573	8	109	3	0	9	1	0	0	0	0
		0.2%	70.1%	24.2%	0.3%	4.6%	0.1%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%

Description 1: Villa South of Mountainview
Description 2:
Description 3:

TSC-11-008 Traffic Review on Villa Road
Traffic Data on Villa Road, 400' S of Mtvw Drive

Site: Villa South of Mountainview
Tuesday, 01/25/2011, 12:00:00 AM -
Thursday, 01/27/2011, 12:00:00 PM

Classification Grand Totals
North Bound

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	Hourly Averages					<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
						2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double	6 Axle Double						
12:00 AM	2.0	0.0	1.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	5.0	0.0	3.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	27.3	0.0	20.0	5.0	0.7	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	24.3	0.0	15.3	5.7	1.3	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	63.7	0.0	41.0	17.3	2.0	3.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	52.3	0.3	29.7	18.0	0.7	2.7	0.0	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	35.7	0.0	22.3	10.7	0.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	31.0	0.0	22.0	7.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	61.3	0.0	40.3	16.7	0.3	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	60.0	0.5	44.0	11.5	0.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	58.5	0.0	42.5	13.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	78.5	0.0	53.0	16.5	3.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	76.0	0.0	52.5	20.0	0.5	2.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	88.5	1.5	61.5	22.5	0.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	108.0	0.0	81.0	23.5	0.0	2.5	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	69.5	0.0	50.0	16.0	0.0	2.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	55.0	0.0	44.5	10.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	46.0	0.0	33.5	10.5	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	31.5	0.0	25.5	5.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	15.0	0.0	11.0	3.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	7.0	0.0	5.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	998.8	2.3	702.5	236.7	10.2	41.8	1.2	0.3	2.8	0.5	0.0	0.0	0.0	0.0	0.0	0.0

Study Grand Totals																
Total	Bike	Cars & Trailer	2 Axle		Buses	3 Axle		4 Axle		5 Axle		6 Axle		6 Axle Multi	> 6 Axle Multi	
			Tire	Long		Single	Single	Double	Double	Double	Multi					
North Bound	5	1603	556	26	100	3	1	7	1	0	0.0%	0.0%	0.0%	0	0.0%	
	0.2%	69.6%	24.1%	1.1%	4.3%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0	0.0%	

Description 1: Villa South of Mountainview

Description 2: Site: Villa South of Mountainview
Description 3: Tuesday, 01/25/2011, 12:00:00 AM -
Thursday, 01/27/2011, 12:00:00 PM

TSC-11-008 Traffic Review on Villa Road
Traffic Data on Villa Road, 400' S of Mtvw Drive

Classification Grand Totals
Combined

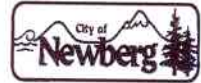
Hourly Averages

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	4.3	0.0	3.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	2.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	4.3	0.0	3.0	1.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	4.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	8.3	0.0	6.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	40.3	0.0	28.7	8.0	0.7	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	73.7	0.0	55.7	12.0	1.3	4.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
7:00 AM	143.3	0.0	96.7	37.7	2.7	5.7	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
8:00 AM	134.7	0.3	79.7	45.0	2.0	6.0	0.0	0.3	1.3	0.0	0.0	0.0	0.0	0.0
9:00 AM	91.7	0.0	59.7	27.0	1.0	3.3	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
10:00 AM	73.7	0.3	51.3	16.0	0.3	6.7	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0
11:00 AM	120.3	0.0	77.3	35.3	0.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	101.5	1.0	75.0	19.0	0.5	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	109.0	0.0	80.0	20.5	0.0	8.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	134.0	0.0	91.5	33.0	3.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	150.0	0.0	104.0	36.0	0.5	9.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
4:00 PM	202.5	1.5	140.5	51.5	1.0	7.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0
5:00 PM	197.0	0.5	149.5	40.0	0.0	5.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0
6:00 PM	125.5	0.0	91.0	29.0	0.0	4.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	100.0	0.0	79.5	18.5	0.0	2.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0
8:00 PM	74.5	0.5	55.0	15.5	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	49.0	0.0	36.0	11.5	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	26.5	0.0	19.0	7.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	12.5	0.0	8.5	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADT	1982.7	4.2	1396.2	471.5	13.0	87.8	2.2	0.3	6.2	0.8	0.0	0.0	0.0	0.0

Study Grand Totals

	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
South Bound	2363	4	1656	573	8	109	3	0	9	1	0	0	0	0
North Bound	2303	5	1603	556	26	100	3	1	7	1	0	1	0	0
Combined	4666	9	3259	1129	34	209	6	1	16	2	0	1	0	0
		0.2%	69.8%	24.2%	0.7%	4.5%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%

MEMORANDUM

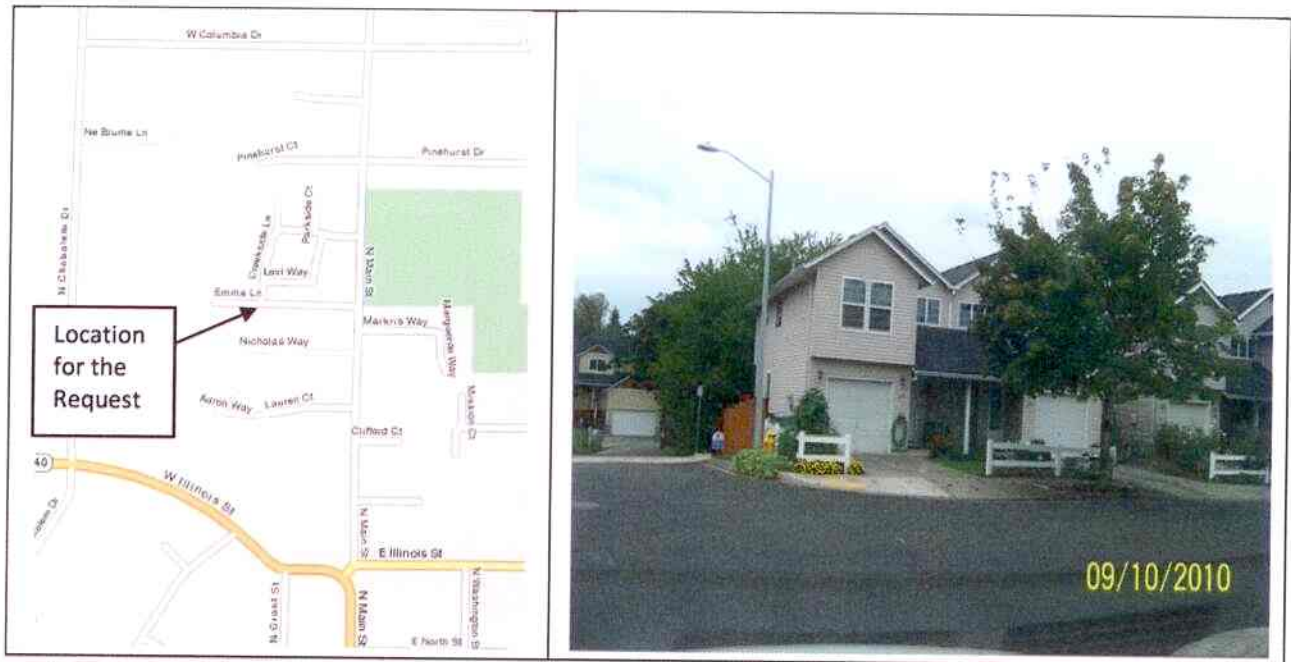


March 4, 2011

To: Newberg Traffic Safety Commission
From: Paul Chiu, PE, Senior Engineer *P. Chiu*

RE: TSC-11-009 \Letters on Record for Emma Lane

Staff received three (3) letters on February 25, 2011 that express support for a stop sign on Emma Lane at the Creekside Lane intersection. These letters are hereby attached for record.



This request has been presented to the Traffic Safety Commission (TSC) last year. TSC made a limited decision on September 13, 2010, to limit parking on the north side of Emma Lane including a parking setback of 20 feet on the east side of Creekside Lane by painting the curb yellow. The yellow curb has not been installed at this time due to weather situation. Staff would recommend giving an opportunity to see if this solution helps the situation, or if the stop sign would still be prudent.

Please contact staff member if you have any questions. Thank you.

Jeremy and Brittany Quinby
264 Emma Lane
Newberg, OR 97132

January 22, 2011

City of Newberg
414 E. First St.
Newberg, OR 97132

To Whom It May Concern,

I am writing with concern over the dangerous intersection at Emma Lane and Creekside. My wife and I have lived at this address for two years and have encountered several near-accidents at the intersection of Emma and Creekside.

The biggest issue is with drivers turning onto Emma from Creekside without slowing down or stopping to look first. My wife and I have each had to slam on our brakes several times in order to prevent an accident because of a driver that has neglected to stop. We have also seen numerous drivers cut that corner, making it even more dangerous for oncoming traffic on Emma.

The only solution that we find suitable would be to put in a stop sign on Creekside at Emma Lane. We hope that by having a traffic sign, drivers would be more cautious when making that turn, making our neighborhood much safer. We appreciate your time in considering this option.

Sincerely,



Jeremy Quinby

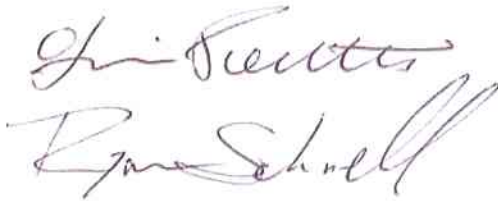


December 12, 2010

To: Paul Chiu, PE

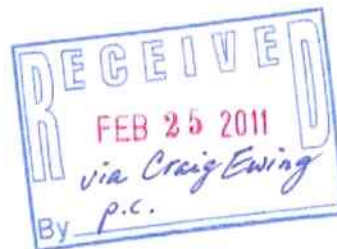
Re: Stop sign at Emma and Creekside

I am writing in regards for the need for a stop sign at the corner of Creekside and Emma. My husband and I live at 252 Emma Lane and our concerned with the potential for a motor vehicle accident. We have had many near misses in two situations; 1) driving westbound on Emma and a car driving southbound on Creekside not yielding and turning left in front of the car and, 2) driving eastbound on Emma and a car driving southbound on Creekside not yielding and turning left in front of our car. Please take our concerns into consideration. Thank you for you time. If you have any questions, please don't hesitate to call.

Handwritten signatures of Gina Pieretti and Ryan Schnell in blue ink.

Gina Pieretti and Ryan Schnell

(503)538-7370



November 9, 2010

To Whom It May Concern about:

Stop signs and safety issues in our neighborhood - Emma Lane, Creekside Lane as well as Levi Way and Parkside Lane in Newberg.

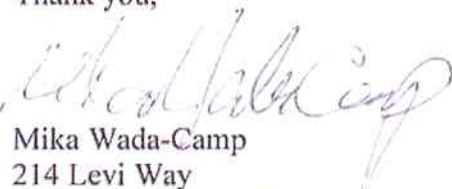
My husband and I live on 214 Levi Way. Emma Lane is on our back side. Our neighborhood is very quiet and family-oriented. I see young children, including our 4-year-old son, doing outside activities all around our neighborhood. I am afraid to say that there have been several occasions to see cars going too fast when children are around. I talked to other mothers and they are also concerned about cars going too fast through Emma Lane, Creekside Lane, Levi Way and Parkside Lane. Parents have to avoid close calls because cars, trucks and trailers are parked around the corners and have been for a long period of time. I must say why we don't have any stop signs yet?

I witness careless drivers going too fast around the corners and up and down the streets. I am also one of the neighbors who was almost hit by a car this year. It is common to see cars going too fast through Creekside Lane to Emma Lane. On occasion, Emma Lane almost turns into a strip car racing road. Some cars are going through Emma Lane too fast with the closest corner and turning left to Levi Way through Parkside Lane as fast as cars can go. Those cars rarely stop with stop signs at Parkside Lane to Creekside Lane. Stop signs are not guaranteed to slow down those drivers. Even a huge semi-truck has been seen going too fast on Emma Lane to use Creekside Lane to turn back to the main high way. This is a very unsafe issue in our community. I strongly believe the best solution is blocking Creekside Lane to go through Emma Lane.

Additionally, Levi Way and the north side of Emma Lane don't have sidewalks. Our house as well as 5 others on Levi Way are the only residences in Newberg; like an island between streets. Cars are parked on Emma Lane westbound which interferes with sleep and general, peaceful living. Even though our neighborhood is a very dense residential area, our residents here in Creekside do not park their cars on that street. Those cars, which are the visitors to the rentals in the area, are parked on Emma Lane and run very fast through the Creekside streets in the middle of the night-which usually is after the city ordinance of 10 pm. This destroys our quiet nights in our neighborhood.

I suggest putting a "No Parking" sign after 10 pm on the north side of Emma Lane to return our neighborhood to the peaceful, safe place that it once was.

Thank you,


Mika Wada-Camp
214 Levi Way
Newberg, Oregon 97132



To Craig

SPEED ZONE REVIEW PANEL

Bob Pappe, Secretary

State Traffic Engineer

Oregon Department of Transportation
4040 Fairview Industrial Drive SE, MS #5
Salem, OR 97302-1142
Phone: (503) 986-3606
Fax: (503) 986-3749
e-mail: Robert.G.Pappe@odot.state.or.us

Rob Burchfield, Chairperson

City of Portland

1120 SW 5th Avenue, Suite 800
Portland, OR 97204-1914
Phone: (503) 823-5175
Fax: (503) 823-7576
e-mail: Robert.Burchfield@pdxtrans.org

Sgt. Mark Davie

Oregon State Police

255 Capitol Street NE 4th Floor
Salem, OR 97301-0001
Phone: (503) 934-0264
Fax: (503) 363-5475
e-mail: Mark.Davie@state.or.us

Cynthia Schmitt

Marion County

5155 Silverton Road
Salem, OR 97305
Phone: (503) 588-5036
Fax: (503) 588-7970
e-mail: Cschmitt@co.marion.or.us

Mike Lavery

Oregon Transportation Safety Committee

PO Box 767
Depoe Bay, OR 97341
Phone: (541) 765-2878
Fax: (541) 765-2684
e-mail: mikelavery@centurytel.net

Dorothy Upton

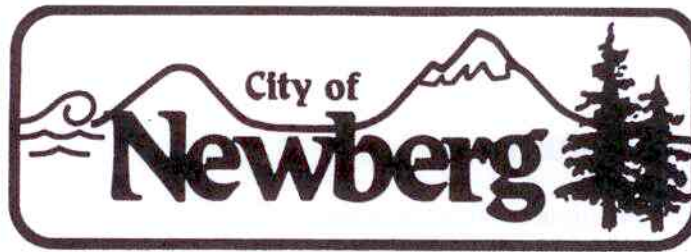
Oregon Department of Transportation

Transportation Planning & Analysis Unit
555 NE 13th Street, Suite 2
Salem OR 97301-4178
Phone: (503) 986-4105
Fax: (503) 986-4174
e-mail: dorothy.j.upton@odot.state.or.us

2011 MEMBERS

Paul Chiu
Sr. Engineer
503.554.1751

Brian Casey
Chief of Police
503.538.8321



414 East First Street
PO Box 970
Newberg, OR 97132

March 2, 2011

Dear Property Owner:

RE: Limited Traffic Decision (File #TSC-11-001)

The Traffic Safety Commission (TSC) at their meeting on **February 14, 2011**, made a Limited Decision to:

Install a marked crosswalk on the east side of Hoskins, across Crestview Drive, west of the stop sign.

You are notified as an adjacent property owner that you may request a public hearing on this Limited Traffic Decision by submitting written comments within fourteen (14) days of the date of this letter to:

Newberg Traffic Safety Commission
P.O. Box 970, 401 E. Third Street
Newberg, OR 97132

If two or more owners request a public hearing, a special public hearing shall be scheduled. If a public hearing is scheduled, a public notice shall be made and a written notice to adjacent property owners shall be given. Those persons submitting a written response at the public hearing may appeal the final decision of the Commission to the Newberg City Council.

For your assistance, §32.27 of the Newberg City Code, outlining the appeal process, is enclosed. Please call (503) 537-1221 if you have questions or require additional information. Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Mary Newell".

Mary Newell
Support Services Manager
Newberg Traffic Safety Commission
(503) 537-1221

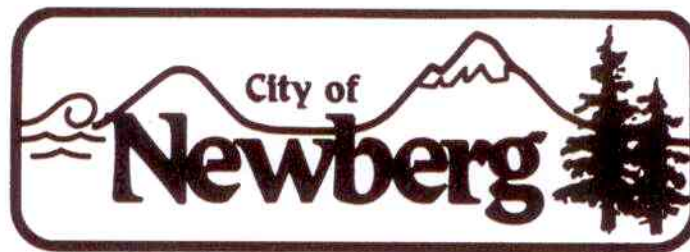
Enclosures
cc: Newberg Public Works

"Working Together For A Better Community-Serious About Service"

"To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community."

Paul Chiu
Sr. Engineer
503.554.1751

Brian Casey
Chief of Police
503.538.8321



414 East First Street
PO Box 970
Newberg, OR 97132

March 2, 2011

Dear Property Owner:

RE: Limited Traffic Decision (File #TSC-11-007)

The Traffic Safety Commission (TSC) at their meeting on **February 14, 2011**, made a Limited Decision to:

Paint a yellow curb on the south side of Haworth at the exit to the pool, 50 feet on the east and 50 feet on the west side of the exit to the pool, or as Staff deems appropriate.

You are notified as an adjacent property owner that you may request a public hearing on this Limited Traffic Decision by submitting written comments within fourteen (14) days of the date of this letter to:

Newberg Traffic Safety Commission
P.O. Box 970, 401 E. Third Street
Newberg, OR 97132

If two or more owners request a public hearing, a special public hearing shall be scheduled. If a public hearing is scheduled, a public notice shall be made and a written notice to adjacent property owners shall be given. Those persons submitting a written response at the public hearing may appeal the final decision of the Commission to the Newberg City Council.

For your assistance, §32.27 of the Newberg City Code, outlining the appeal process, is enclosed. Please call (503) 537-1221 if you have questions or require additional information. Thank you.

Sincerely,

A handwritten signature in blue ink that reads "Mary Newell". The signature is fluid and cursive, with the first name "Mary" and last name "Newell" clearly distinguishable.

Mary Newell
Support Services Manager
Newberg Traffic Safety Commission
(503) 537-1221

Enclosures

cc: Newberg Public Works

"Working Together For A Better Community-Serious About Service"
"To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community."